



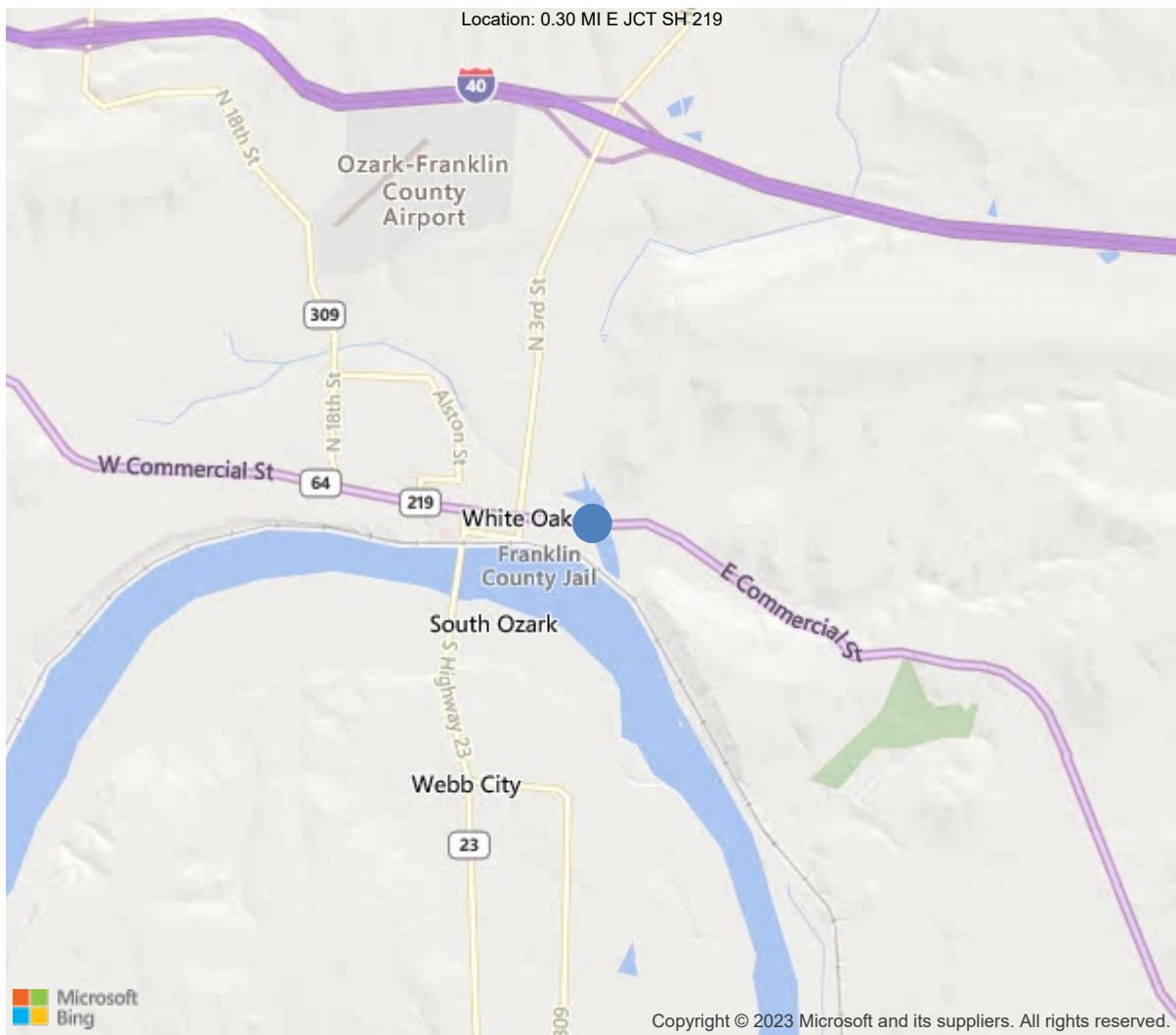
Latitude:35.48636, Longitude:-93.82070

Route:64 Section:03 Log:13.14

Arnold Road ID:24x64x3xA, Arnold Log mile:13.154

District 04, 47 - Franklin County

Owner: 1 - State Highway Agency



35.48636, -93.82070



Asset #05180(Routine)

US Highway 64 over Gar Creek - Frank. Co.

Location: 0.30 MI E JCT SH 219

Team Lead: Eric West, Inspection Date: 05/25/2022

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	05180
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	47 - Franklin County
(4) Place Code	52970
(6) Features Intersected	Gar Creek - Frank. Co.
(7) Facility Carried	US Highway 64
(9) Location	0.30 MI E JCT SH 219
(11) Mile Point	13.14 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	35.486359
(17) Longitude	-93.820702
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	42
Material	4 - Steel continuous
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	3
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1970
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	3700
(30) Year of ADT	2018
(109) Truck ADT	5 %
(19) Bypass, Detour Length	10 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	80 ft
(49) Structure Length	211 ft
(50) Curb or Sidewalk Width	
Left	1.5 ft
Right	1.5 ft
(51) Bridge Roadway Width Curb to Curb	29.9 ft
(52) Deck Width Out to Out	35.6 ft
(32) Approach Roadway Width (W/Shoulders)	33.1 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	33.5 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	7 - Rural Major Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exists
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - The inventory route is par
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	5
(59) Superstructure	7
(60) Substructure	7
(61) Channel & Channel Protection	8
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	60
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	36
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	7
(68) Deck Geometry	4
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	8 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost	\$ 0
(95) Roadway Improvement Cost	\$ 0
(96) Total Project Cost	\$ 0
(97) Year of Improvement Cost Estimate	
(114) Future ADT	8900
(115) Year of Future ADT	2038

INSPECTIONS *			
(90) Inspection Date	05/25/2022		
(91) Frequency	24		
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	60	06/30/2022
C: Other Special Inspection			
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			



General Observation

05/25/2022 - EJW & JPW - Routine Inspection conducted on this date.

04/07/2020 - RAM & SPC: Routine and Underwater Type II inspections conducted this date. See element notes for documentation. Channel Sounded / profiled this inspection. See Microstation drawing linked in "Files" tab for sounding measurements.

05/22/2018 - TJL - Elements were plan verified on this date.05/22/2018 - JCJ & TJL - A boat was used to gain access under the bridge during this inspection.

60 - Substructure (7 - GOOD CONDITION - some minor problems.)

04/07/2020 - RSM & SPC: Probing from a boat revealed that all footing have cover at this inspection. No apparent scour problems at this inspection.

A-46 - Asset Files

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Asset #05180(Routine)

US Highway 64 over Gar Creek - Frank. Co.

Location: 0.30 MI E JCT SH 219

Team Lead: Eric West, Inspection Date: 05/25/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6956	3063	2831	1062	0
1080	Delamination/Spall/Patched Area	SF	243	0	225	18	0
1090	Exposed Rebar	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	486	0	486	0	0
1130	Cracking (RC and Other)	SF	1910	1	866	1043	0
1190	Abrasion/Wear (PSC/RC)	SF	1254	0	1254	0	0
<p>(12) Driving surface:</p> <ul style="list-style-type: none"> -The bridge deck has areas of wide / moderate width longitudinal, transverse, and map cracking. The sealable transverse cracks are approximately 1' to 2' centers. -Numerous pop outs in the driving surface of deck. -Visual observation and utilizing a chain drag revealed that there are delaminated areas and spalls with a few isolated areas with exposed reinforcing steel visible on the driving surface of the deck adjacent to the sealable deck cracks. Span # 2 is the most notable area with several spalls / delaminated areas in both lanes. Cracking, Spalling, and delaminated areas are visible in all spans. The left and right gutters have delaminated areas in random locations. <p>Deck undersurface:</p> <ul style="list-style-type: none"> -Areas of transverse and longitudinal cracking with light efflorescence are visible from the undersurface of the deck. -There is one 16" area with honeycombing from the construction process that has exposed reinforcing steel visible from the undersurface of Span # 1, Bay # 1. -Exposed reinforcing steel has no apparent corrosion or section loss at this inspection. -Span #1 bay #1 has a 5' diameter area that appears to be mineral / rust staining from a possible water leak in the past. 							
107	Steel Open Girder/Beam	LF	1046	730	312	4	0
1000	Corrosion	LF	316	0	312	4	0
515	Steel Protective Coating	SF	9875	2863	2864	2049	2099
3420	Peeling/Bubbling/Cracking	LF	1236	0	0	618	618
3440	Effectiveness (Steel Protective Coatings)	LF	5776	0	2864	1431	1481
<p>(107) -There is light rust beginning to show through the paint system.</p> <ul style="list-style-type: none"> -There is corrosion to the beams adjacent to the deck drains typical in all spans with areas of flaking rust / initial section loss to the top flanges. -Light freckled rust typical in the exterior surfaces of the exterior beams. -There are a few areas with peeling paint with rust visible on the beams. The primer coat is visible in some areas. -There is 1 loose bolt in the bottom splice plate in Span # 2, Beam # 4, Splice # 2. -Ends of some beams over abutments have corrosion with flaking rust. -No visible cracks in the beams. 							
205	Reinforced Concrete Column	EA	4	0	4	0	0
1190	Abrasion/Wear (PSC/RC)	EA	4	0	4	0	0
<p>(205) -Approximately 1' of the columns were above the water elevation during this inspection.</p> <ul style="list-style-type: none"> -The columns have light scale / abrasion at the water elevation. 							
215	Reinforced Concrete Abutment	LF	96	72	24	0	0
1130	Cracking (RC and Other)	LF	24	0	24	0	0



Asset #05180(Routine)

US Highway 64 over Gar Creek - Frank. Co.

Location: 0.30 MI E JCT SH 219

Team Lead: Eric West, Inspection Date: 05/25/2022

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(215) -Abutments have debris accumulation with stains due to missing deck joint seals. -Top of backwalls have transverse hairline cracks that are visible from the driving surface of the deck.							
234	Reinforced Concrete Pier Cap	LF	63	62	1	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
(234) -Bent #2 Rt end of the cap has a 6" vertical delamination.							
302	Compression Joint Seal	LF	67	0	0	0	67
2330	Seal Damage	LF	67	0	0	0	67
(302) -The expansion joints at the abutments are open. Compression joint seals are missing from structure.							
311	Movable Bearing	EA	15	5	0	10	0
1000	Corrosion	EA	10	0	0	10	0
515	Steel Protective Coating	SF	45	15	0	8	22
3440	Effectiveness (Steel Protective Coatings)	EA	30	0	0	8	22
(311) -Bearings at abutments have active corrosion with pack rust between the rockers and masonry plates. The abutments have dirt and debris that has accumulated on the bearings. -The expansion bearings at Bent # 3 have no apparent noteworthy deficiencies at this inspection.							
313	Fixed Bearing	EA	5	4	1	0	0
1000	Corrosion	EA	1	0	1	0	0
515	Steel Protective Coating	SF	15	10	5	0	0
3440	Effectiveness (Steel Protective Coatings)	EA	5	0	5	0	0
(313) -The fixed bearings at Bent # 2 appear to be functioning as intended with no apparent noteworthy deficiencies at this inspection.							
321	Reinforced Concrete Approach Slab	SF	1820	1532	288	0	0
1080	Delamination/Spall/Patched Area	SF	2	0	2	0	0
1130	Cracking (RC and Other)	SF	6	0	6	0	0
1190	Abrasion/Wear (PSC/RC)	SF	280	0	280	0	0
(321) -East and West approach slabs have light abrasion in the wheel paths. -The West approach slab has minor hairline cracks in the corners. -The East approach slab has a few hairline cracks.							
330	Metal Bridge Railing	LF	418	418	0	0	0
(330) -The metal portions of the bridge railing have no apparent noteworthy problems. The metal rail appears to be firmly attached at this inspection.							
331	Reinforced Concrete Bridge Railing	LF	418	352	66	0	0
1090	Exposed Rebar	LF	3	0	3	0	0
1120	Efflorescence/Rust Staining	LF	24	0	24	0	0
1130	Cracking (RC and Other)	LF	39	0	39	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
	(331) -There are 4 shallow spalls with exposed reinforcing steel in the concrete portion of the Right bridge railing in Span # 2. Exposed reinforcing steel has very little concrete cover from the construction process. Exposed reinforcing steel has no apparent section loss at this inspection. -There are vertical hairline cracks at variable spacing in the concrete portions of the bridge railing. The cracks in some locations have light staining / efflorescence.						

US Highway 64 over Gar Creek - Frank. Co.

Location: 0.30 MI E JCT SH 219

Team Lead: Eric West, **Inspection Date:** 05/25/2022

Deck

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	6956	3063	2831	1062	0
1080	Delamination/Spall/Patched Area	SF	243	0	225	18	0
1090	Exposed Rebar	SF	1	0	0	1	0
1120	Efflorescence/Rust Staining	SF	486	0	486	0	0
1130	Cracking (RC and Other)	SF	1910	1	866	1043	0
1190	Abrasion/Wear (PSC/RC)	SF	1254	0	1254	0	0
<p>(12) Driving surface:</p> <p>-The bridge deck has areas of wide / moderate width longitudinal, transverse, and map cracking. The sealable transverse cracks are approximately 1' to 2' centers.</p> <p>-Numerous pop outs in the driving surface of deck.</p> <p>-Visual observation and utilizing a chain drag revealed that there are delaminated areas and spalls with a few isolated areas with exposed reinforcing steel visible on the driving surface of the deck adjacent to the sealable deck cracks. Span # 2 is the most notable area with several spalls / delaminated areas in both lanes. Cracking, Spalling, and delaminated areas are visible in all spans. The left and right gutters have delaminated areas in random locations.</p> <p>Deck undersurface:</p> <p>-Areas of transverse and longitudinal cracking with light efflorescence are visible from the undersurface of the deck.</p> <p>-There is one 16" area with honeycombing from the construction process that has exposed reinforcing steel visible from the undersurface of Span # 1, Bay # 1.</p> <p>Exposed reinforcing steel has no apparent corrosion or section loss at this inspection.</p> <p>-Span #1 bay #1 has a 5' diameter area that appears to be mineral / rust staining from a possible water leak in the past.</p>							

Asset #05180(Routine)
US Highway 64 over Gar Creek - Frank. Co.



Asset #05180(Routine)

US Highway 64 over Gar Creek - Frank. Co.

Location: 0.30 MI E JCT SH 219

Team Lead: Eric West, Inspection Date: 05/25/2022

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	4	0	4	0	0
1190	Abrasion/Wear (PSC/RC)	EA	4	0	4	0	0
(205) -Approximately 1' of the columns were above the water elevation during this inspection. -The columns have light scale / abrasion at the water elevation.							
215	Reinforced Concrete Abutment	LF	96	72	24	0	0
1130	Cracking (RC and Other)	LF	24	0	24	0	0
(215) -Abutments have debris accumulation with stains due to missing deck joint seals. -Top of backwalls have transverse hairline cracks that are visible from the driving surface of the deck.							
234	Reinforced Concrete Pier Cap	LF	63	62	1	0	0
1080	Delamination/Spall/Patched Area	LF	1	0	1	0	0
(234) -Bent #2 Rt end of the cap has a 6" vertical delamination.							

60 - Substructure (7 - GOOD CONDITION - some minor problems.)

Comment: 04/07/2020 - RSM & SPC: Probing from a boat revealed that all footing have cover at this inspection. No apparent scour problems at this inspection.



Asset #05180(Routine)

US Highway 64 over Gar Creek - Frank. Co.

Location: 0.30 MI E JCT SH 219

Team Lead: Eric West, Inspection Date: 05/25/2022

Culvert

ELEMENTS	DESCRIPTION	UNITS	TOTAL				
				CS1	CS2	CS3	CS4



Elevation



Roadway



Typical driving surface of the deck.



Span #1 typical undersurface of the deck.



Span #2 typical undersurface of the deck.



Span #3 typical undersurface of the deck.



Bent #2 no apparent scour problems.



Bent #3 no apparent scour problems.



Abutment #2 typical.



Bent #3 typical.



Approach drains filled with dirt.



Span #2 concrete cracking and delaminating areas.



Sealable deck cracking.



Sealable deck cracks.



Span #2 bay #1 concrete discoloration.



Span #2 beam #4 splice #2 loose bolt.



Abutment #2 missing joint seal.



Bent #2 Rt end of the cap delamination.



Abutment #1 joint seal missing.



Abutment #2 bearings with active corrosion and pack rust.



Bent #3 typical bearings.



Abutment #1 debris accumulation.



Bent #2 typical bearings



Abutment #1 Bearing #1 debris accumulation.



Bent #2 typical.



Abutment #1 typical.

Maintenance Needs

Date Reported: 06/18/2012
Priority: C - Important
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Bridge Deck -

The bridge deck has areas of sealable moderate width longitudinal, transverse, and map cracking.

The sealable transverse cracks are approximately 1' to 2' centers.

Numerous pop outs in the driving surface of deck.

There are delaminated areas and spalls with a few isolated areas with exposed reinforcing steel visible on the driving surface of the deck adjacent to the sealable deck cracks. The left and right gutters have delaminated areas in random locations.

Remarks



Span 2-Wide cracking with areas of spalling.



Sounding the deck.



Span 2-Spalling / delaminated areas.



Span 2-Wide cracking.



Transverse deck cracking.

Date Reported: 06/18/2012
Priority: D- Routine
Type of Work: Replace (General)
Status: Monitor
Component: Element

Deficiency Description

Expansion Joint Seals -

The compression joints seals at the East and West abutments are no longer in place.

The missing joint seals are allowing water, dirt, and debris to leak onto the bridge seats and accumulate against the steel superstructure.

Remarks



Abutment # 2 joint seal missing.

Date Reported: 06/18/2012
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Superstructure -
The bottom flange in Span # 2, Beam # 4, Splice # 2 has a loose nut in the bottom splice plate connection.

Remarks



Span 2, beam 4 at splice connection 2-Loose bolts
in bottom flange splice.

Date Reported: 05/22/2018
Priority: C - Important
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Movable bearings -

The movable bearings at the abutments have a failing paint system with active corrosion and pack rust between the rockers and masonry plates.

Remarks



Bearing 3 over abutment 2-Corrosion with pack rust between rocker and masonry plate.

Date Reported: 05/22/2018
Priority: D- Routine
Type of Work: Repair (General)
Status: Monitor
Component: Element

Deficiency Description

Superstructure -

The superstructure paint system is failing with areas of flaking paint with rust showing through in several locations. The exterior beams are the worst case.

Remarks



Span 2, beam 2-Flaking paint.



Paint system failing.

Date Reported: 04/09/2020
Priority: D- Routine
Type of Work: (Inactive) (Inactive) 1 - Clean
Status: Monitor
Component: Element

Deficiency Description

Bearing area of the East and West abutments -
The bridge seats at the East and West abutments have dirt and debris that has accumulated against the steel superstructure.

Remarks



The bridge seats at the East and West abutments have dirt and debris that has accumulated against the steel superstructure.



The bridge seats at the East and West abutments have dirt and debris that has accumulated against the steel superstructure.



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Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is recommended?
A-54 - Sealable Deck Cracks	
A-55 - Deck Washing Needed	
A-56 - Joint Cleaning/Flushing Needed	
A-57 - Beam End and Bearing Paint Needed	
A-58 - Cap Cleaning/Flushing Needed	
A-59 - Joint Repair Needed	
A-60 - Full Beam Painting Needed	
A-61 - Polymer Overlay Advised	
A-62 - Hydro and LMC Advised	



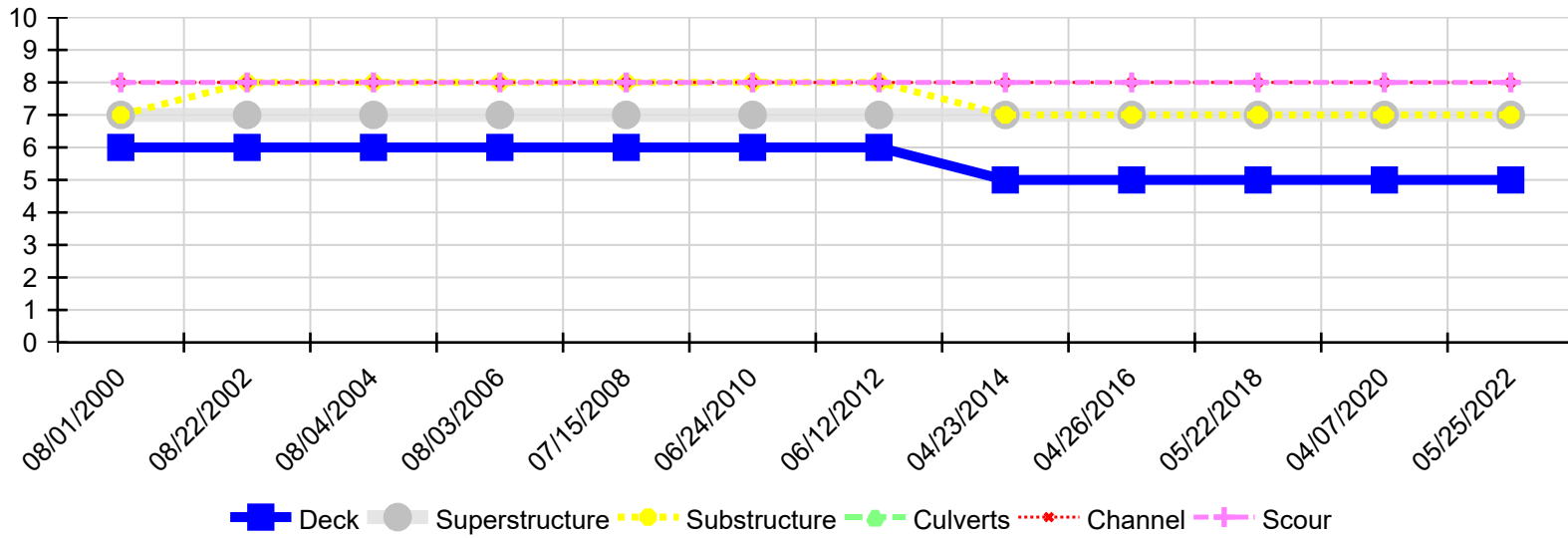
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US Highway 64 over Gar Creek - Frank. Co.

Location: 0.30 MI E JCT SH 219

Team Lead: Eric West, Inspection Date: 05/25/2022

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/25/2022	5	7	7	N	8	8
04/07/2020	5	7	7	N	8	8
05/22/2018	5	7	7	N	8	8
04/26/2016	5	7	7	N	8	8
04/23/2014	5	7	7	N	8	8
06/12/2012	6	7	8	N	8	8
06/24/2010	6	7	8	N	8	8
07/15/2008	6	7	8	N	8	8
08/03/2006	6	7	8	N	8	8
08/04/2004	6	7	8	N	8	8
08/22/2002	6	7	8	N	8	8
08/01/2000	6	7	7	N	8	8